BIRMINGIAM AREA PLANE



APPROVED BY CITY PLAN COMMISSION OCT. 18, 1977 CITY COUNCIL DEC. 29, 1977 KANSAS CITY, MISSOURI

PREPARED BY CITY DEVELOPMENT DEPARTMENT

OUTLINE OF THE COMPREHENSIVE PLAN

FOR

KANSAS CITY, MISSOURI

The comprehensive plan for Kansas City consists of four groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to four levels of consideration: Citywide Viewpoint, Strategies Plans, General Plans, and Project Plans.

Part I - Citywide Viewpoint

One report provides a statement of four related segments: factors and assumptions of population, economic, and development change within the city over the next twenty-five years; the elements of citywide development; alternative development concepts; and a plan of actions to be carried out over the next five years.

Part II - Strategy Plans

A series of reports provides statements of citywide needs and how these needs can be accomplished over the next one to twenty-five years within seven functional areas: housing, economic development, urban design, environment, new development, conservation and redevelopment, and development resources.

Part III - General Plans

Part III consists of two types of plans: function plans and area plans.

Section A - Function Plans

Each report in this section provides a citywide plan for one of these major urban functions: land use, fire and police facilities, parks and recreation, water and sewerage facilities, highway transportation, non-highway transportation, and natural resources, preservation and conservation.

Section B - Area Plans

The plans of this section discuss the full range of urban functions and proposed actions for each of forty-six areas covering the entire City. These reports are intended for wide public distribution.

Part IV - Project Plans

These reports, along with accompanying sketches, maps and drawings, provide physical development plans for smaller areas ranging in size from several specific blocks to a single parcel of land ownership. Project plans are prepared as a result of community interest, neighborhood concerns, rezoning or subdivision actions, major public improvements, land development by private developers, or conservation or rehabilitation activity.

970539

RESOLUTION NO. 970539

Amending the Birmingham Area Plan by amending the Land Use Plan Map in an area of approximately 1,155 acres generally bounded by Missouri Highway 210 on the south, the city limits of Claycomo, Liberty and Birmingham to the north and east and extending west to approximately one-half mile east of 1-435 from low density residential and office-commercial uses to industrial uses.

WHEREAS, on December 29, 1977, City Council by Resolution No. 48539 adopted the Birmingham Area Plan being the Plan for development and redevelopment of that area bounded by the Missouri River on the south, Interstate 435 on the west, the Claycomo city limits on the north, and Missouri Highway 291 on the east; and

WHEREAS, after further review by the City Development Department it has been deemed appropriate to amend the Birmingham Area Plan as it affects that area bounded by Missouri Highway 210 on the south, the city limits of Claycomo, Liberty and Birmingham to the north and east and extending west to approximately one-half mile east of I-435 to modify the Land Use Plan Map for extending west to approximately one-half mile east of I-435 to modify the Land Use Plan Map for extending west to approximately one-half mile east of I-435 to modify the Land Use Plan Map for extending west to approximately one-half mile east of I-435 to modify the Land Use Plan Map for such area from low density residential and office-commercial uses to industrial uses; and

WHEREAS, public notice of a hearing before the City Plan Commission was published on March 17, 1997; and

WHEREAS, the City Plan Commission considered such amendment to the Land Use Plan
Map on April 1, 1997; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission did on April 1, 1997, recommend approval of the proposed amendment to the Birmingham Area Plan; NOW, THEREFORE.

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Birmingham Area Plan is hereby amended as to the Land Use Plan Map for that area generally bounded by Missouri Highway 210 on the south, the city limits of Claycomo. Liberty and Birmingham to the north and east and extending west to approximately one-half mile east Liberty and Birmingham to the north and east and extending west to approximately one-half mile east of 1-435, to modify the proposed uses from low density residential and office-commercial uses to of 1-435, to modify the proposed uses from low density residential and incorporated herein by industrial uses, as provided on the Land Use Plan Map, attached hereto and incorporated herein by reference.

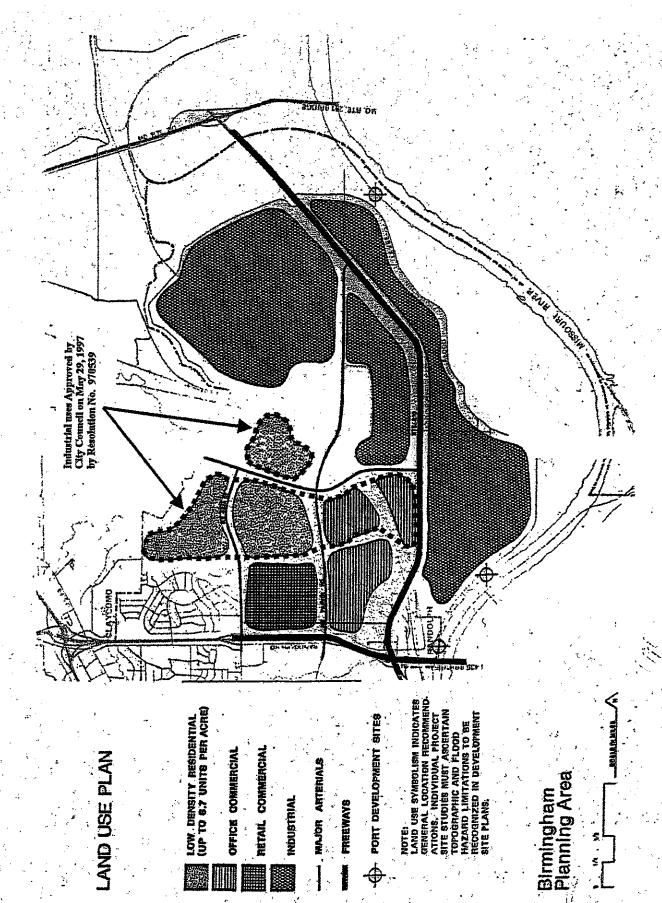
Section B. That the Council finds and declares that before taking any action on the proposed plan hereinabove, at public notices and hearings required by law have been given and had.

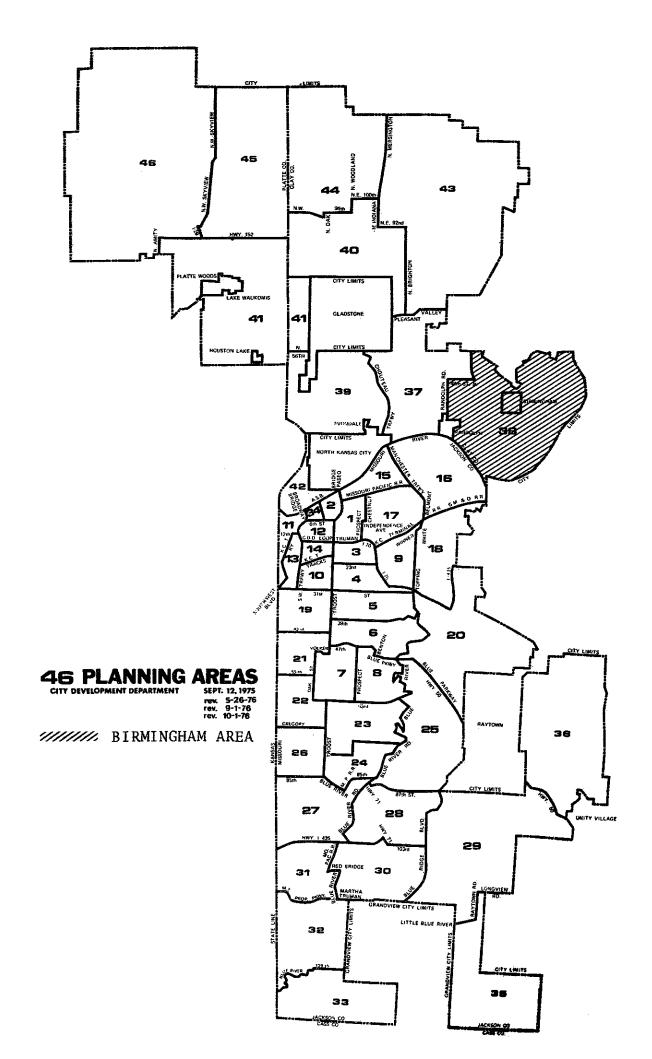
EMANUEL CLEAVER IK Mayor

COV CIRTS

WAV 9 0 1007

THE POPULATION





BIRMINGHAM AREA PLAN

CITY DEVELOPMENT DEPARTMENT KANSAS CITY, MISSOURI 64106

FEBRUARY 1978

PREFACE

This is a plan for the Birmingham Planning Area which is No. 38 of 46 areas for which plans are being prepared by the City Development Department for the City of Kansas City, Missouri.

The planning area is bounded on the north by Shoal Creek (city limits), on the south and east by the Missouri River, and on the west by I-435.

The recommendations in this plan may exceed the city's annual budget. Therefore, priorities should be established to carry out the recommendations.

The City Development Department can aid this process by providing planning and management services and by helping the community set priorities on the use of limited public funds. The city can further help by providing limited funds to meet the most important high priority needs.

This report was prepared by Robert V. Hurst, a planner in the City Development Department. Assistance was given by other city departments and citizens in the area.

This study was financed, in part, by a Comprehensive Planning Assistance Grant from the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.

A RESOLUTION

APPROVING THE BIRMINGHAM AREA PLAN AS A GUIDE FOR DEVELOPMENT WITHIN THE BIRMINGHAM AREA, BEING THAT PART OF KANSAS CITY (NORTH) BOUNDED ON THE NORTH BY SHOAL CREEK (CITY LIMITS), ON THE SOUTH AND EAST BY THE MISSOURI RIVER, AND ON THE WEST BY I-435.

WHEREAS, the City Development Department has conducted a study delineating the characteristics of the Birmingham Area; and

WHEREAS, as the result of said study, the City Development Department has suggested a guide for future development and redevelopment of the area by identifying housing and public needs; and

WHEREAS, the City Development Department has incorporated its findings in the Birmingham Area Plan; and

WHEREAS, legal notice of a hearing before the City Plan Commission was published on September 5, 1977, in conformity with state and local law; and

WHEREAS, the City Plan Commission did hold a public hearing on October 18, 1977; and

WHEREAS, the City Plan Commission did recommend approval of the Birmingham Area Plan on October 18, 1977; and

WHEREAS, the City Plan Commission recommends that the City Council adopt a resolution approving the Birmingham Area Plan as a guide for future development of the Birmingham Area, being that part of Kansas City (North) bounded on the north by Shoal Creek (city limits), on the south and east by the Missouri River, and on the west by I-435; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the "Birmingham Area Plan", as prepared by the City Development Department and adopted by the City Plan Commission on October 18, 1977, be and the same is hereby adopted by the Council as a guide for the development of the area as described in said plan. A copy of said plan is on file in the Office of the City Clerk under Document No. 48539, and is incorporated herein by reference.

Section 2. That the Council finds and declares that before

Form 412 - Law (11658)

48539

taking any action on the proposed Area Plan, all public notices and hearings required by law have been given and had.

Authenticated as Passed this DEC 29 1977 CHARLES B. WHEELER, Moyor

Elister Abramaman , City Clerk

Deputy City Clark

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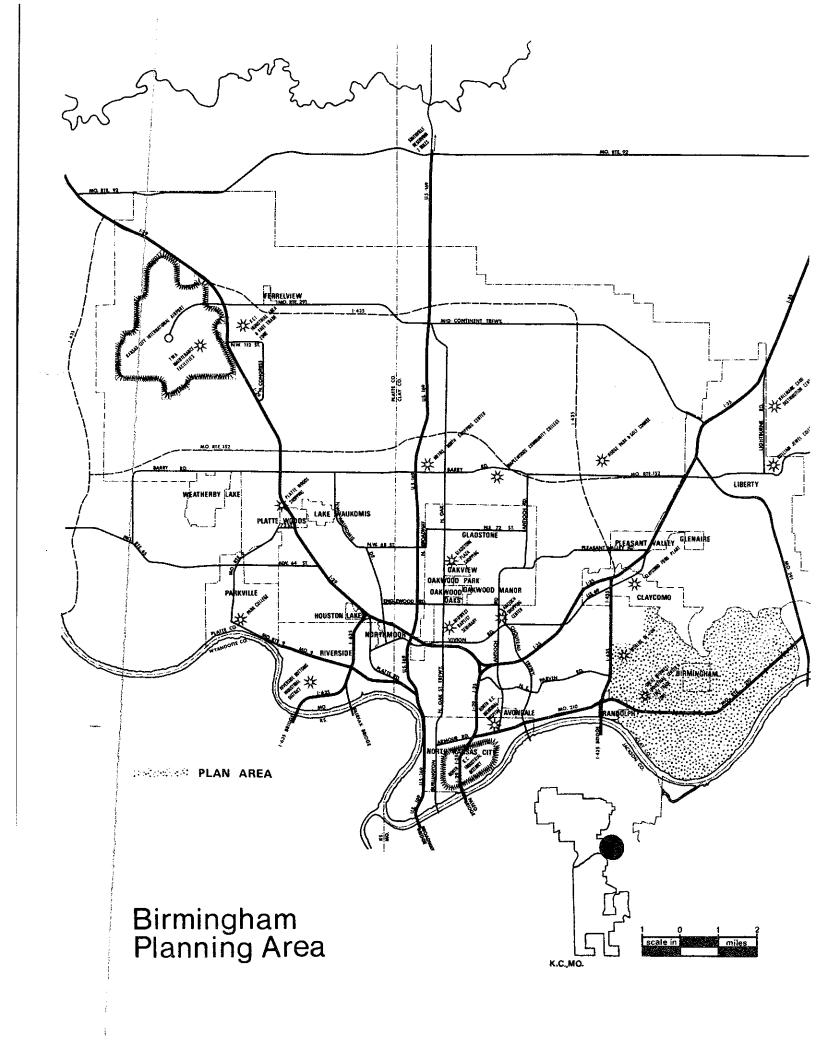
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- THE BIRMINGHAM AREA PRESENTLY FUNCTIONS AS
 AN AGRICULTURAL PRODUCTION AREA IN WHICH
 ANITICPATED INDUSTRIAL DEVELOPMENT IS BEGINNING TO PLAY A MAJOR ROLE
- 1. AGRICULTURAL USES PRESENTLY DOMINATE THE SURFACE LAND USE COMPOSITION OF THE AREA
 - (1) The Plan Area Surrounds The Incorporated City
 Of Birmingham And Lies Adjacent To The City
 Of Randolph.

Both Randolph and Birmingham are communities which predate Kansas City's annexations north of the river. Birmingham was incorporated in 1888 and Randolph's settlement dates from the same period. Both the communities cover less than a square mile. They serve as partial housing areas for the agricultural labor force working within the surrounding farming area. The only other recognizable communities are Minneville and Vrooman Acres. Minneville lies at the base of the bluffs near where Arlington Avenue crosses the Burlington-Northern Railroad. Vrooman Acres lies adjacent to Arlington and one-half mile south of Mo. Rte. 210. Both communities consist of fewer than 25 residences.

(2) 1970 U.S. Census Data Revealed A Socio-Economic Status Which Differed Substantially From That Of The Metropolitan Average.

The 1970 population of the area was slightly over 300 persons. Although the labor force is by no means predominately involved in agricultural, the portion of 20 percent

FUNCTIONAL DIAGRAM

TRANSPORTATION
CORRIDOR

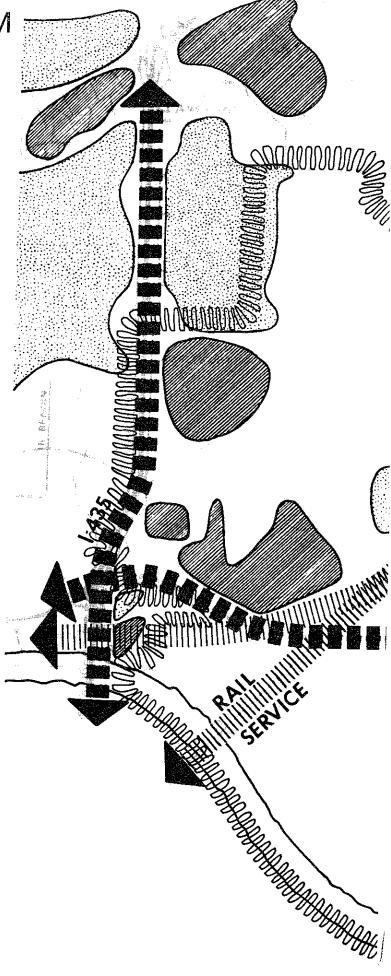
PRESENT UNDEVELOPED
SPACE

RESIDENTIAL ACTIVITIES
AND OPEN SPACE

INTENSE
ACTIVITIES

M PLAN AREA

Birmingham Planning Area



WHITHING SOME THE SOUTH OF THE A STATE OF THE PARTY OF THE PAR MO. RTE. 210

in agriculture is far above the overall metropolitan figure of 1 percent. Conversely, the percentage of professional managers and administrative workers is less than one half the metropolitan average (15.9 percent versus 36.9 percent). These employment characteristics are reflected in a median income of \$7,938 which in 1970 was 30 percent below the median for the metropolitan region.

- 2. LIMESTONE QUARRY OPERATIONS HAVE CREATED EXTENSIVE SUB-SURFACE CAVERN SPACES WHICH HAVE BEEN PARTIALLY DEVEL-OPED FOR INDUSTRIAL USE
 - (1) Limestone Rock Extraction Was The Primary Objective Of The Original Industrial Investment In The Bluff Area.

The Kansas City metropolitan area is blessed with a unique resource in the form of the Bethany Falls limestone rock strata which lies below much of the city and which crops out of the topography in many low lying areas. Since the turn of the century, the strata has provided a quality construction material for both ordinary gravel roads and as a principle ingredient in the concrete used in modern highway and building construction in the Kansas City region.

(2) The Resulting Cavern Space, Originally A Mere By-Product, Has Today Become A Principle Objective Of Quarrying Operations.

The engineering principles in practice during the early twentieth century called for random spacing of the columns left to support the overburden above the Bethany Falls limestone. However, around 1963, mining engineers revised the criteria and established regularly spaced pillars as the more adequate quarrying procedure. The revision benefited greatly the quality of the cavern space remaining after rock extraction. The space which remains today is easily modified to finished space comparable to surface warehouses. Because of the absence of any need for weather-proofing or even structural roof supports, this space can be created at a fraction of the cost of surface construction.

A year round ambient temperature of 57 degrees present in the underground means that only minimum heating or cooling equipment is needed to produce normal office comfort levels, or on the downward side, below-freezing cold storage warehouse space. The regularity of the pillar structure allows not only a normal collection road network within the underground space but also for rail sidings to be brought directly into the cavern space adjacent to individual uses. The advantages afforded by the underground space would seem to call for an unlimited quantity of space to be created. At the present time, over ten million square feet of space has

EXISTING LAND USE

LOW DENSITY RESIDENTIAL (UP TO 8.7 UNITS PER A.)

MEDIUM DENSITY RESIDENTIAL (8 TO 15 UNITS PER ACRE)

OFFICE COMMERCIAL

RETAIL COMMERCIAL

LIGHT INDUSTRIAL

PARKS

PUBLIC / SEMI-PUBLIC

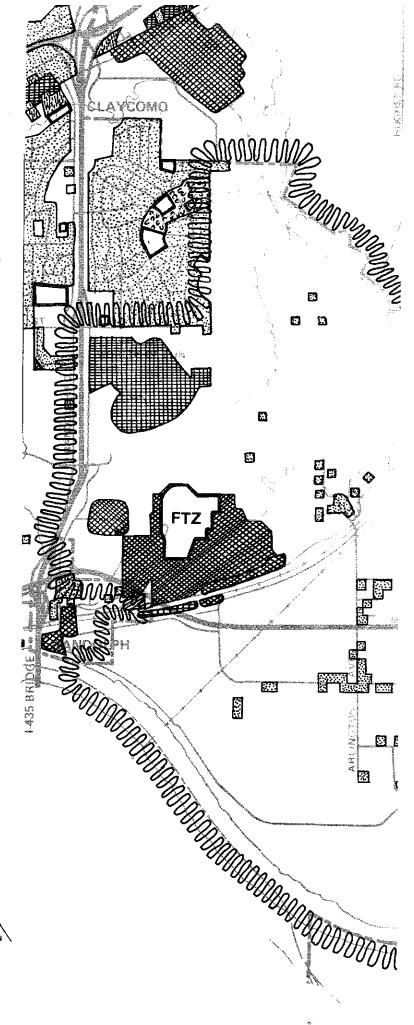
PLAN AREA

FREE TRADE ZONE

SCALE IN MILES

Birmingham Planning Area

FTZ



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PARKS

PUBLIC / SEMI-PUBLIC

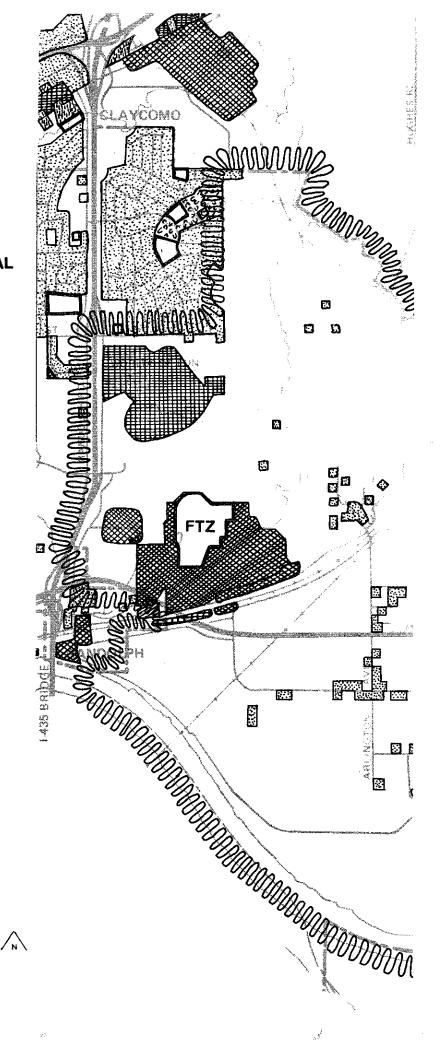
TWO PLAN AREA

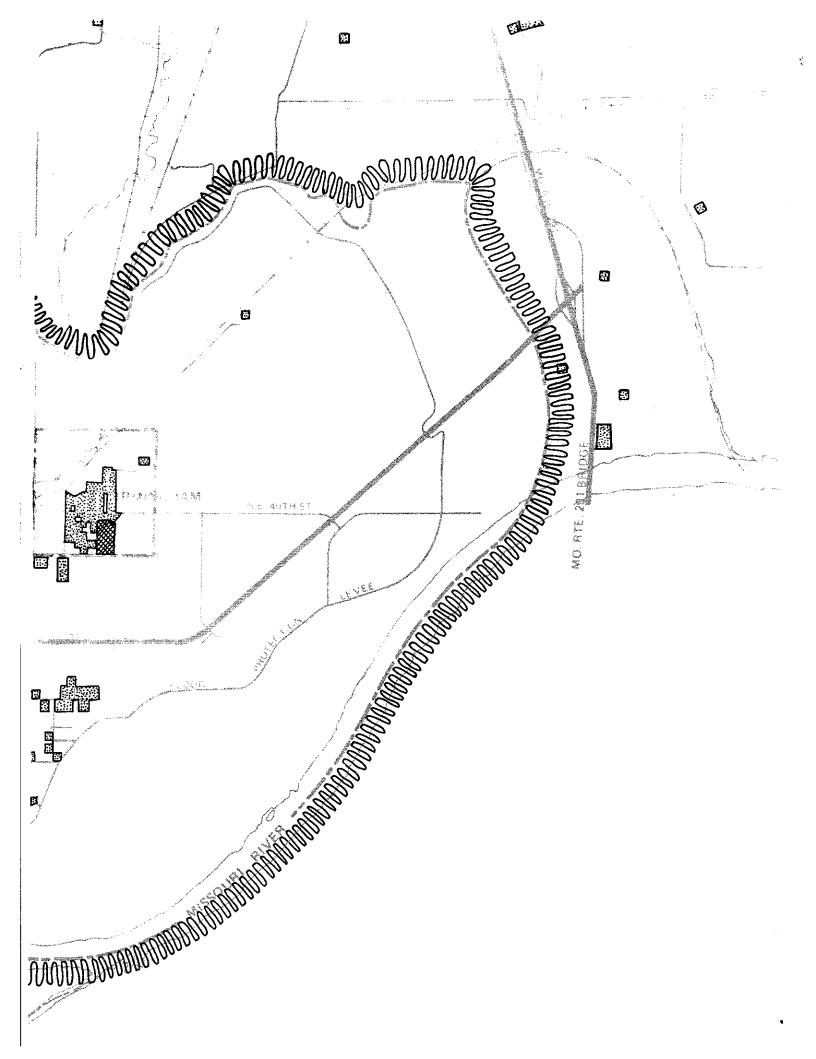
FREE TRADE ZONE

FTZ

Birmingham Planning Area

SCALE IN MILES





been prepared. The reality of costs, however, dictate that space be created only as rapidly as the rock extracted can be marketed. The pace, therefore, is dependent upon both the level of metropolitan construction activity and the individual quarry's share of the market.

3. BOTH SURFACE AND SUB-SURFACE DEVELOPMENT OF THE WESTERN PORTION OF THE BLUFF AREA HAS BEGUN

(1) World's Of Fun, The Largest Amusement Park In The Midwest, Opened In The Spring Of 1973.

The first major surface development in the Birmingham Area was the World's of Fun Amusement Park adjacent to I-435. After successful initial operations, the park expanded in 1976 to nearly 160 acres. Although the Kansas City climate does not allow year round operation, the park is open from Spring until late October.

(2) A Free Trade Zone Designation Has Been Obtained For A Portion Of The Underground Space.

Free Trade Zones are federally designated areas which offer numerous duty and tax advantages to international corporations. Although the list of advantages can become quite detailed, the two major advantages are: 1) tax exemption of inventories within the zone; and 2) importation of materials, assemblage of products, and subsequent export of said products all duty free. In December of 1973, the Great Midwest Corporation was successful in obtaining an

OWNERSHIP PATTERNS

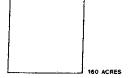
PROPERTY OWNERSHIP PATTERNS BIRMINGHAM BOTTOMS

NUMBERS ASSESSOR'S PLATPARCEL NUMBERS
-- SUBDIVIDED HOLDINGS

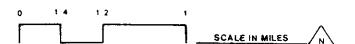
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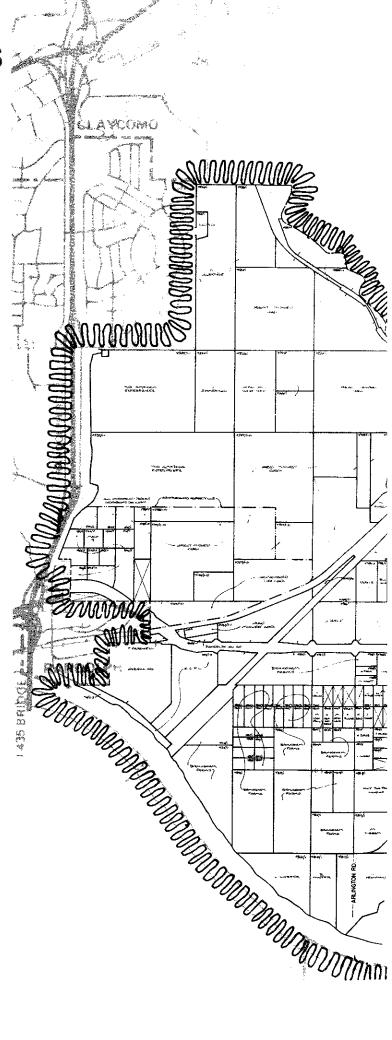
NORTH 2mile

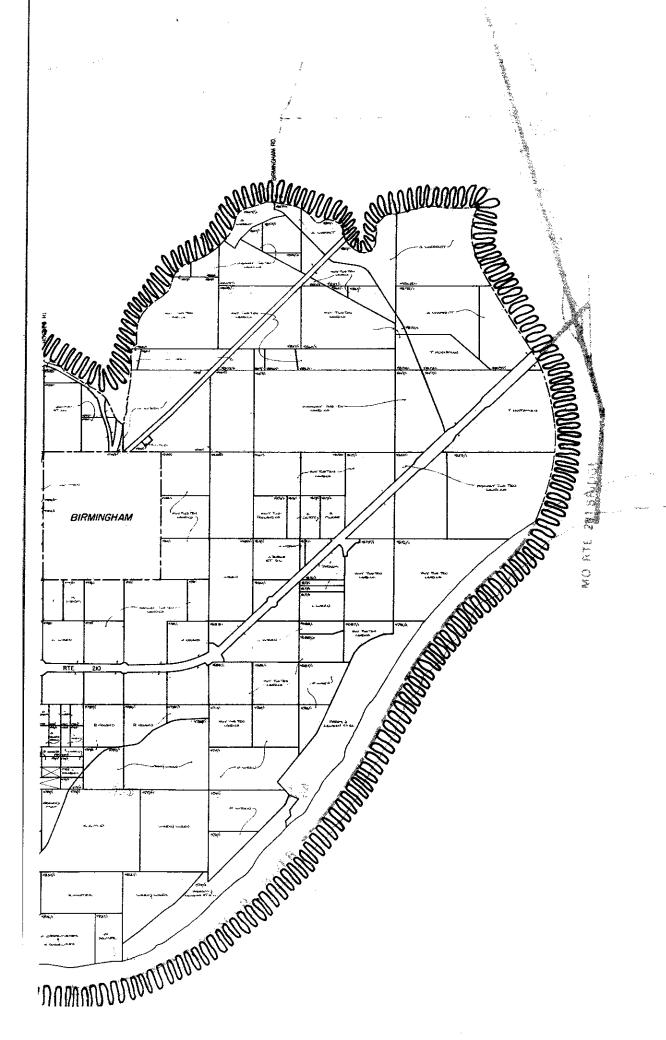
CITY DEVELOPMENT DEPARTMENT



Birmingham Planning Area







expansion of the original Free Trade Zone space allocation. The second approval brings the total designated space up to over 2.8 million square feet.

(3) A Transportation Oriented Industrial Park Just To The Southeast Of The Parvin Road/Interstate 435 Interchange Opened In 1974.

Ryder Truck and Ford were the first two occupants within the International Trade Center East Industrial Park. This 100 acre industrial subdivision relates visually to I-435 and offers direct access to Mo. Rte. 210. Unfortunately, the development procedures required a significant amount of earth moving which destroyed topographic advantages that have been major assets to other office park developments in the river bluff areas.

- THE AREA'S FUTURE FUNCTION WILL DIFFER SUBSTANTIALLY FROM THAT OF THE PRESENT AS THE EMERGING EMPLOYMENT FUNCTIONS BEGIN TO PREDOMINATE
- THE MORE COSTLY INFRASTRUCTURE ELEMENTS (RAIL, HIGHWAY, FLOOD PROTECTION, INTERCEPTOR SEWERS) HAVE BEEN INSTALLED IN BIRMINGHAM BOTTOMS
 - (1) Excellent Access To Main Line Rail Facilities
 Has Been Present In The Bottoms Since The
 Early 1900's.

Four major rail carriers pass through the Birmingham Area. They are: Burlington Northern; Chicago, Rock Island and Pacific; Norfolk and Western; and Chicago, Milwaukee, St. Paul and Pacific. In addition to the presence of the lines themselves, the area lies within the Kansas City switching limits, a distinct advantage facilitating interconnection among carriers.

(2) The Mid 1950's Saw Completion Of An Industrial Criteria Flood Levee.

Although the flood of 1951 caused major damage to industrial districts in the Jackson County and Wyandotte County bottomlands, Clay County and North Kansas City in particular were most fortunate in that the flood levees held and protected the industrial district. Most of the metropolitan flood levees had been built in the early 1900's and failed to withstand the high water of a major flood. Having escaped

PRESENT ZONING

GENERAL K.C. MO. ZONING ORDINANCE

RA AGRICULTURAL

R1b LOW DENSITY RESIDENTIAL

R3 MEDIUM DENSITY RESIDENTIAL

C2 LOCAL RETAIL

C3a2 INTERMEDIATE BUSINESS

CP2 PLANNED LOCAL RETAIL

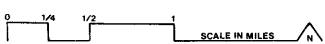
M1 LIGHT INDUSTRIAL

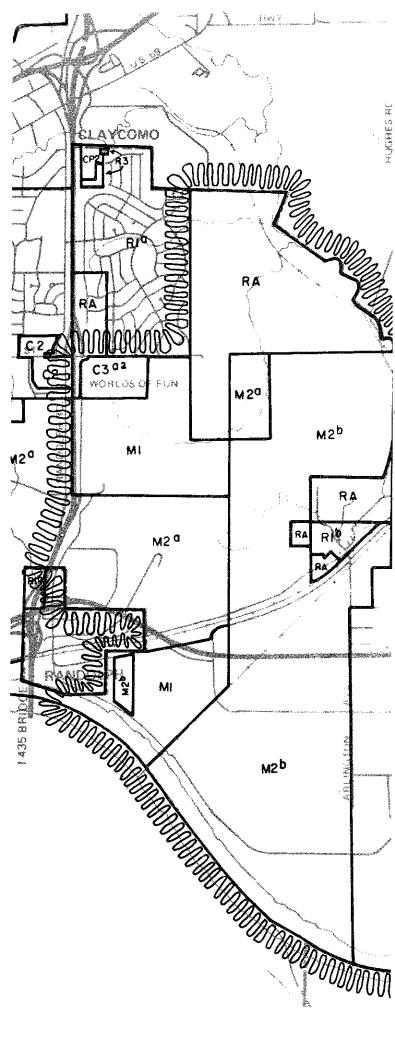
M2a HEAVY INDUSTRIAL

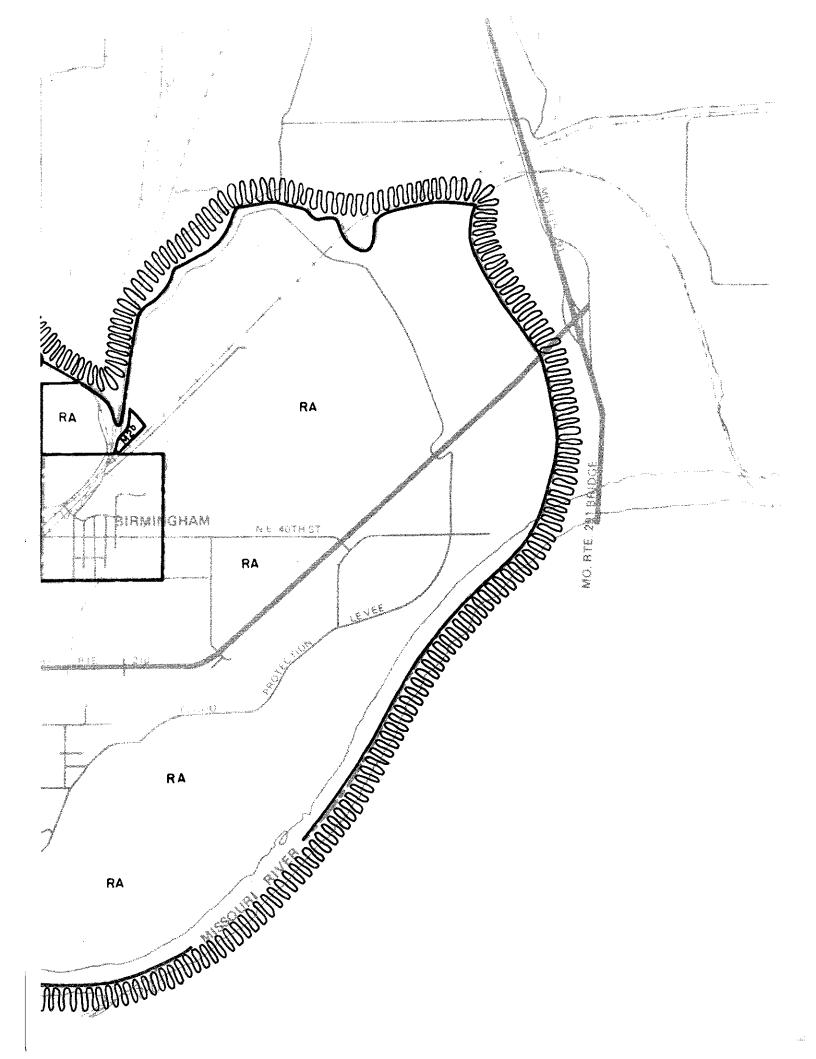
M2b HEAVY INDUSTRIAL

M PLAN AREA

Birmingham Planning Area







severe damage in 1951, the Clay County levee districts were prompted to make significant improvements in the mid 1950's. Consequently, both North Kansas City levee and the Birmingham levee now offer 500 year flood level protection.

(3) The Transportation Components, In The Form Of Interstate Highway Access, Was Completed In The Early 1970's.

Until the early 1970's, the Birmingham Area was extremely isolated from the metropolitan highway/arterial network. However, in July of 1972, I-435 opened, linking the Northland with the metropolitan area south of the river via I-435 and I-70. The following year, Route 210 opened from I-435 east to Rte. 291, thereby opening up the Bottoms to linkages with the balance of the region.

(4) The Final Necessary Service, Sanitary Sewers, Is Presently Being Installed.

Until recently, the interceptor sewer system has been in only the planning stages. However, in 1974, construction started on the Birmingham treatment plant as well as the Shoal Creek interceptor. The proximity and capacity of this plant will insure an efficient sewage system to future industrial projects almost irrespective of their size. This plant went into service in July 1977.

MAJOR STREET PLAN (ADOPTED 1972)

FREEWAY 150'minimum r.o.w.

EXPRESSWAYS 120' r.o.w.

PRIMARY ARTERIAL 100 r.o.w.

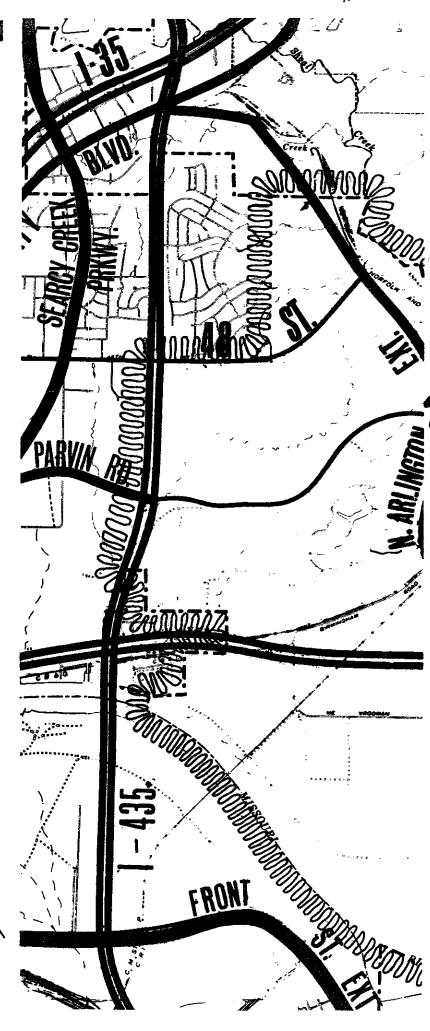
SECONDARY ARTERIAL 80' r.o.w.

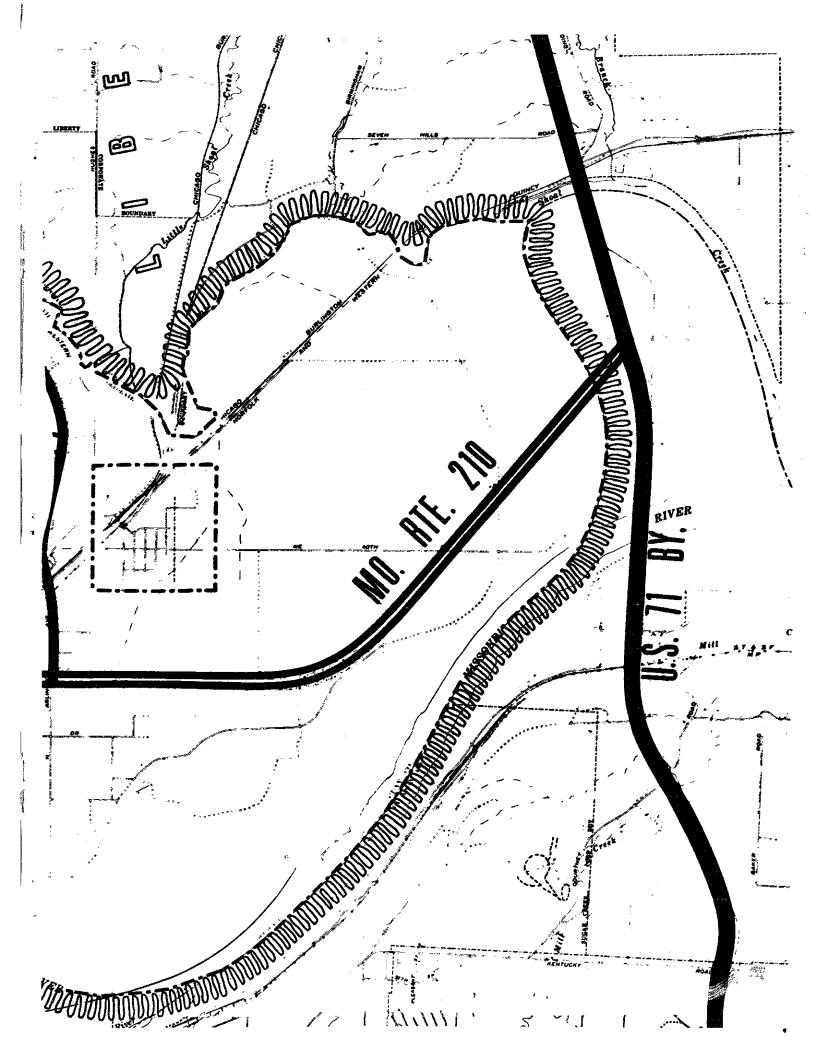
M PLAN AREA

NOTE: SEE LAND USE PLAN 1980 (FOLLOWING PAGE 13) FOR

RECOMMENDED CHANGES

Birmingham Planning Area





(5) In Addition To The Normal Industrially Required Rail And Highway Transit Options, The Bottoms Also Offer Proximity To The Missouri River And Its Barge Movement Capacity.

The assurance of a nine foot channel in the Missouri River has allowed dependable barge movements in the basin during all but the winter months. In 1976, over three million tons were moved through the Kansas City region by barge. Three port facility locations have been identified in Birmingham Bottoms and two have been partially developed. (See map following page 13).

- 2. THE FUTURE FUNCTION OF BIRMINGHAM BOTTOMS AREA IS RECOM-MENDED TO EVOLVE INTO INDUSTRIAL EMPLOYMENT GENERATING ACTIVITIES
 - (1) The Level Topography And Proximity To Rail Suggest Heavy Industrial Users As Probable Occupants.

Anticipated uses would be similar to those in North
Kansas City Industrial District to the west and to Executive
Park to the southwest.

(2) Recent Growth Trends In The Metropolitan Area
Suggest That Full Industrial Development Of
This Area Will Be Spread Over A Number Of
Decades.

The Mid-America Regional Council publishes both population and employment forecasts for the Kansas City region.

These forecasts are done for individual origin-destination

Action of the Section

zones and can be aggregated up to any larger geographic area desired within the 8 county planning region used by M.A.R.C. The following discussion defines "metropolitan area" as the 1,340 square miles inside the M.A.R.C.'s transportation planning cordon line. This area extends to Smithville and Platte City on the north, Olathe and Belton on the south, Liberty and Blue Springs on the east, and Bonner Springs and Leavenworth on the west.

M.A.R.C. forecasts suggest a growth of 122,000 in the number of industrial workers in the metropolitan area between 1970 and the year 2000. More than 45,000 of these new jobs are forecast to be in Clay and Platte Counties. If these employment figures are translated into building areas and then into net ground space requirements, they indicate industrial absorption rates of 150 acres per year for the metropolitan area, of which 56 acres per year is in Clay and Platte Counties. Birmingham Bottoms offers nearly 4,300 acres of potential development space. If the area were to receive 50 percent of all metropolitan industrial development, nearly six decades would elapse before full development would be accomplished. Over seven decades would elapse if the area were to obtain 100 percent of all forecast industrial development in the Clay-Platte sector of the metropolitan area. Although individual investors may find these figures less than optimistic, most population/employment projections of metropolitan

planning agencies in the recent past have tended more to err on the high side rather than on the low side.

These aggregated forecasts do not suggest any intense pressure on the metropolitan area's abundant supply of vacant sites which are being held for future industrial development. However, though there is an abundance of sites which meet the criteria for future industrial parks, there are practically no significant sites which can offer the potential as industrial districts which is found in Birmingham Bottoms. The plan area may well be the only location in the region which can offer multiple sites of 500 to 1,000 acres which possess excellent highway, rail, and water transportation services in addition to access to a completed utility system.

(3) The Proposed Industrial Use Of The Bottomland Does Not Supercede The Present Agricultural Zoning In This Area.

This document envisions a lengthy transition
period during which the present agricultural areas will
be replaced by industrial developments. The land use plan
serves to forewarn potential residents of the likelihood of
industrial uses. However, is not within the power of this document to rezone or diminish the residential development rights
which exist today within the RA zoning. Permits for single
family residences will continue to be available on tracts of
5 acres in size. No rezoning to industrial catagories is
to be initiated except at the request of the owners.

- THE FUTURE FUNCTION OF THE WESTERN PORTION OF THE BLUFF AREAS IS RECOMMENDED TO BE AN OFFICE/INDUSTRIAL PARK EMPLOYMENT AREA
 - (1) The Bluff Area Will Offer Both Surface and Sub-Surface Free Trade Zone Locations Adjacent To Other Office/Industrial Sites.

The consolidation of property ownership represented by the Great Midwest Corporation holdings will continue to be a major asset to both development and promotion of the area. Unlike most Free Trade Zones, The Birmingham Free Trade Zone was from the beginning both a surface and subsurface opportunity. Future developments will become more involved with the surface potential, its relationship to the underground Free Trade Zone and to adjacent office park development outside the trade zone.

- (2) Expansion Of World's Of Fun Amusement Park And Complementary Developments Will Absorb Some Development Space.
- 4. THE FUTURE FUNCTION OF THE EASTERN PORTION OF THE BLUFF AREA IS RECOMMENDED TO BE A MODERATE DENSITY SUBURBAN RESIDENTIAL ENVIRONMENT MARKETED TO FAMILIES WITH MODERATE TO UPPER MIDDLE INCOMES
 - (1) Neighborhood Densities In The Residential Area Are Expected To Range Between 6,000 And 9,000 Persons Per Square Mile.

Such densities are about 40 percent higher than the typical low density development recommended for most of the north planning districts. The close proximity to developing

SANITARY SEWERS

RIDGE LINES SEPARATING DRAINAGE BASINS

EXISTING SEWERS

FORCED MAINS

PROPOSED INTERCEPTOR

PROPOSED
TREAT. PLANT/LIFT STA.

TREAT. PLANT/LIFT STA.

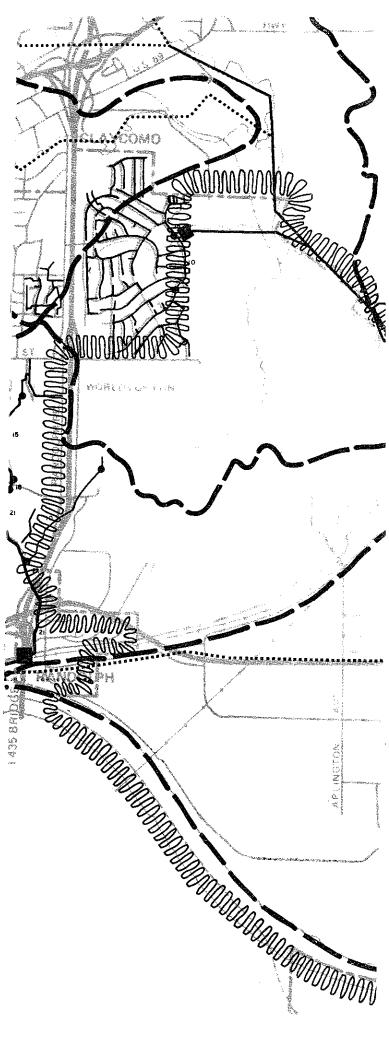
SCALE IN MILES

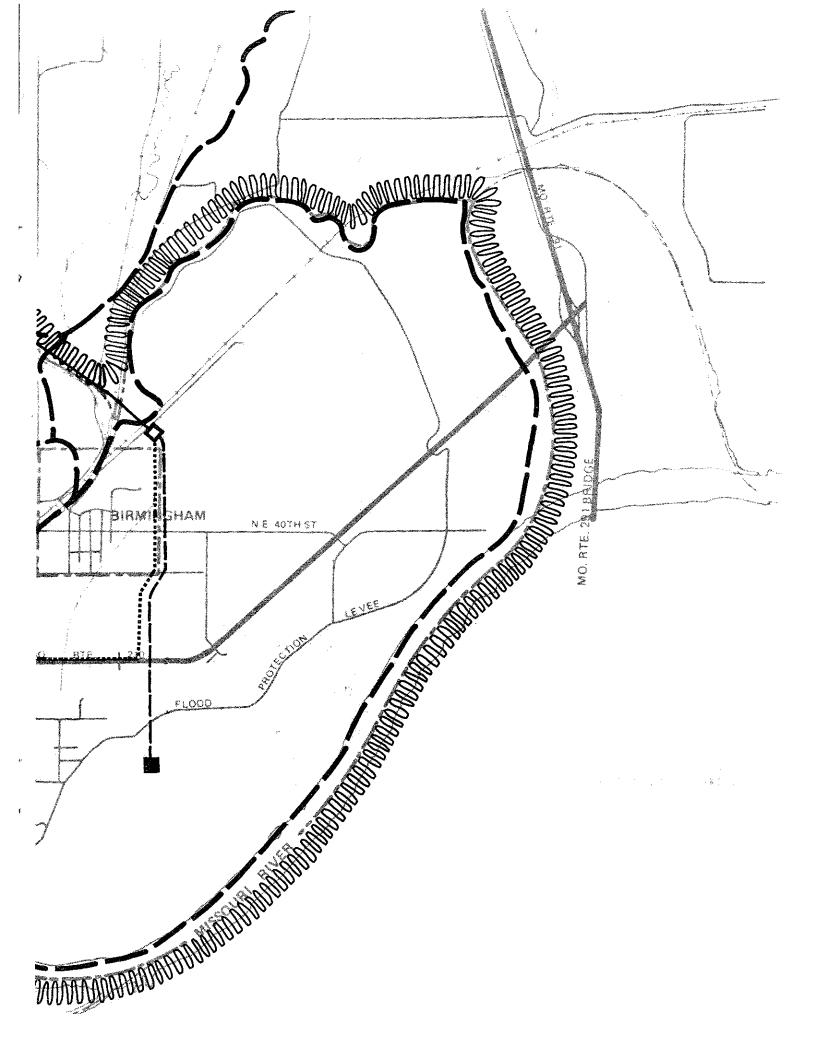
MAIN SIZE IN INCHES

CHANGE IN MAIN SIZE

8 INCH MAIN

M PLAN AREA



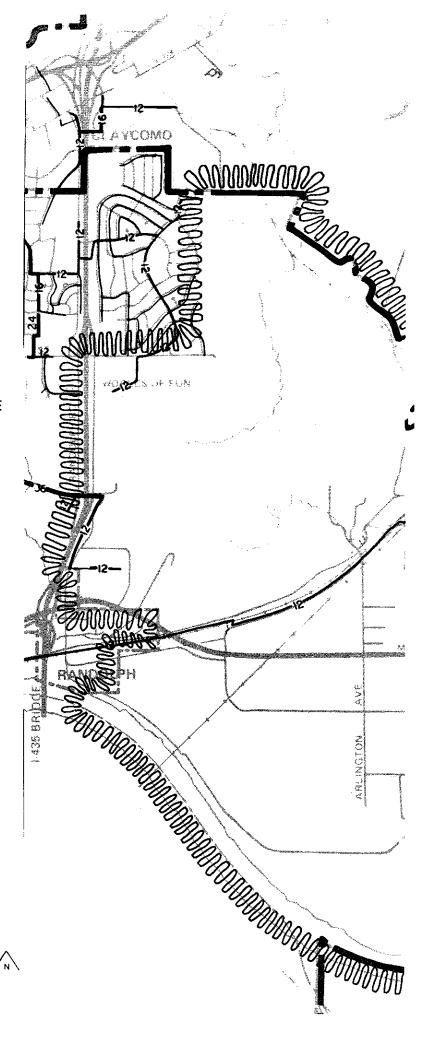


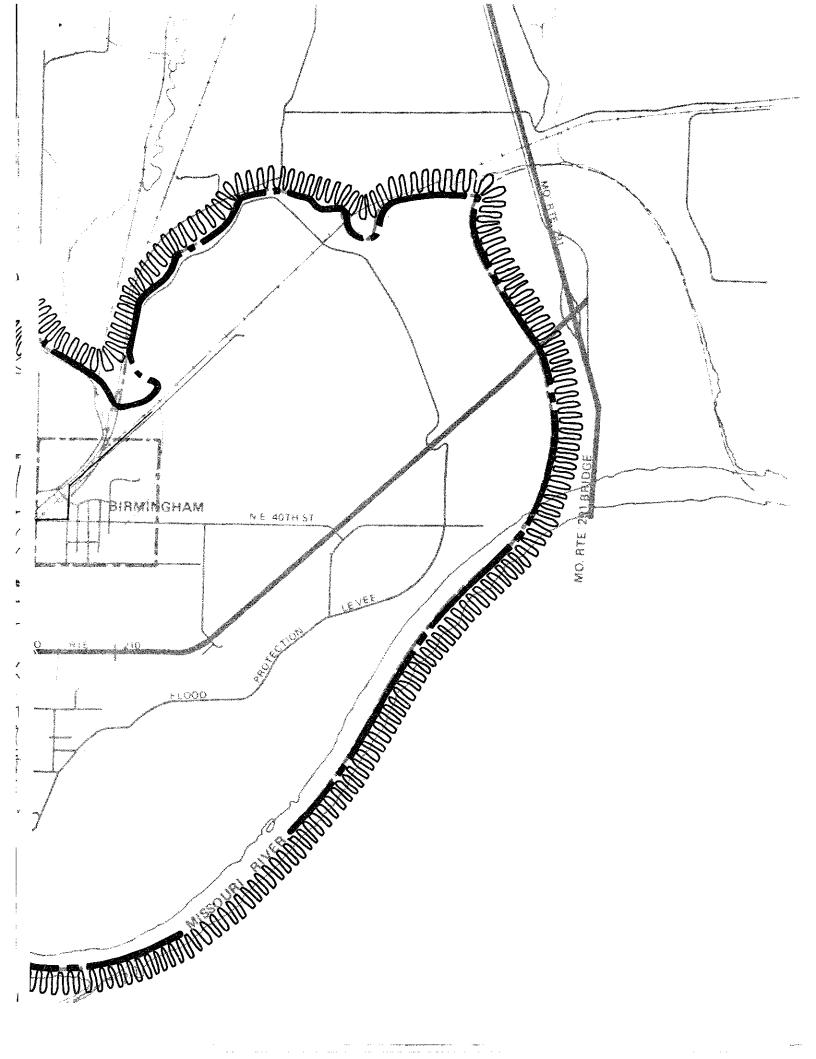
EXISTING WATER MAINS

_____ 8" MAINS

> NOTE: WATER MAINS WHICH APPEAR DISCONNECTED FROM MAIN SYSTEM ARE LINKED BY 6" MAINS OR SMALLER.

> > SCALE IN MILES





employment opportunities and to the freeway system both suggest marketing opportunities for apartments and townhouses.

(2) The Interceptor Sewer System Serving The Area Is Nearing Completion.

The completion of the Birmingham treatment plant and the interceptor sewers leading to it will make possible the abandonment of numerous temporary treatment facilities in the Shoal Creek system. It will also allow construction of lateral systems in previously unserved areas without the burden of temporary treatment plant construction.

(3) Water Service Lies Adjacent To All Potential Development Areas.

A 36-inch water line in Parvin Road has been brought as far east as I-435. A 12-inch line presently serves the underground space on an alignment in old Birmingham Road. As development expands, these lines will need to be extended eastward and eventually cross-connected to provide a looped, double fed system.

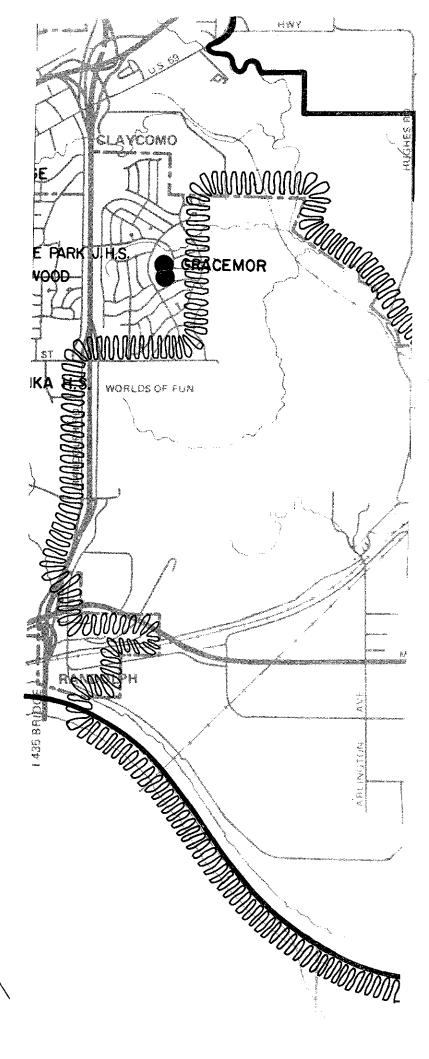
(4) Fire Protection Is Presently Provided By A Mix Of Units From Both North And South Of The River.

The Birmingham Area is somewhat unique in that the fastest response time for fire equipment is provided by units from south of the river. The station near the Fire Academy, 5130 Deramus, presently is a primary unit for the Clay County river frontage. The pumper station at Brighton

SCHOOL DISTRICTS

ELEMENTARY SCHOOL

M PLAN AREA



THE STATE OF THE S LIBERTY SCH. DIST. NORTH K.C. SCH. DIST.

THE RESIDENCE OF THE PROPERTY LIBERTY SCH. DIST. NORTH K.C. SCH. DIST.

and I-35 is the nearest Northland station. Ultimate plans of the Fire Department anticipate a station near the City of Randolph.

(5) The Potential Residential Portion Of The Study Area Lies In North Kansas City School District.

North Kansas City School District serves all of the residential portion of the Birmingham plan area. This district, with over 20,000 students, has the largest enrollment north of the river. It has a well-established tax base in the North Kansas City industrial district and will be even further benefited by Birmingham area industrial developments. Bolstered by this strong fiscal base, it has been able to pursue a farsighted land acquisition program. North Kansas City School District does not presently operate any schools in the plan area proper. However, two elementary schools are located in Gracemor Subdivision, adjacent to the proposed residential area. The grading system is K-6, 7-9, and 10 through 12 in the typical grade school, junior high, senior high divisions.

(6) A Neighborhood Park System Must Be Defined As Development Proceeds.

The park plan, prepared in 1972, indicates only general locations for neighborhood parks. These tentative plans will need to be carefully integrated into the proposed residential areas as particular development plans proceed.

PARK PLAN (ADOPTED 1975)



NEIGHBORHOOD PARKS GENERAL LOCATION



NEIGHBORHOOD PARKS SPECIFIC LOCATION

COMMUNITY PARKS

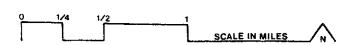


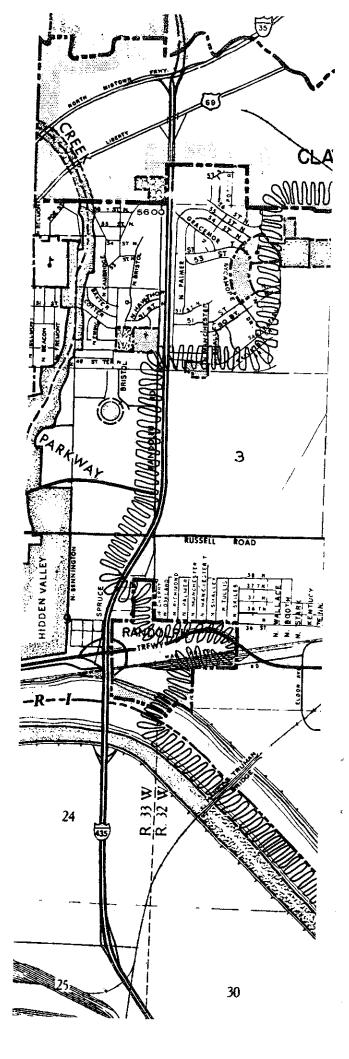
PARKWAYS

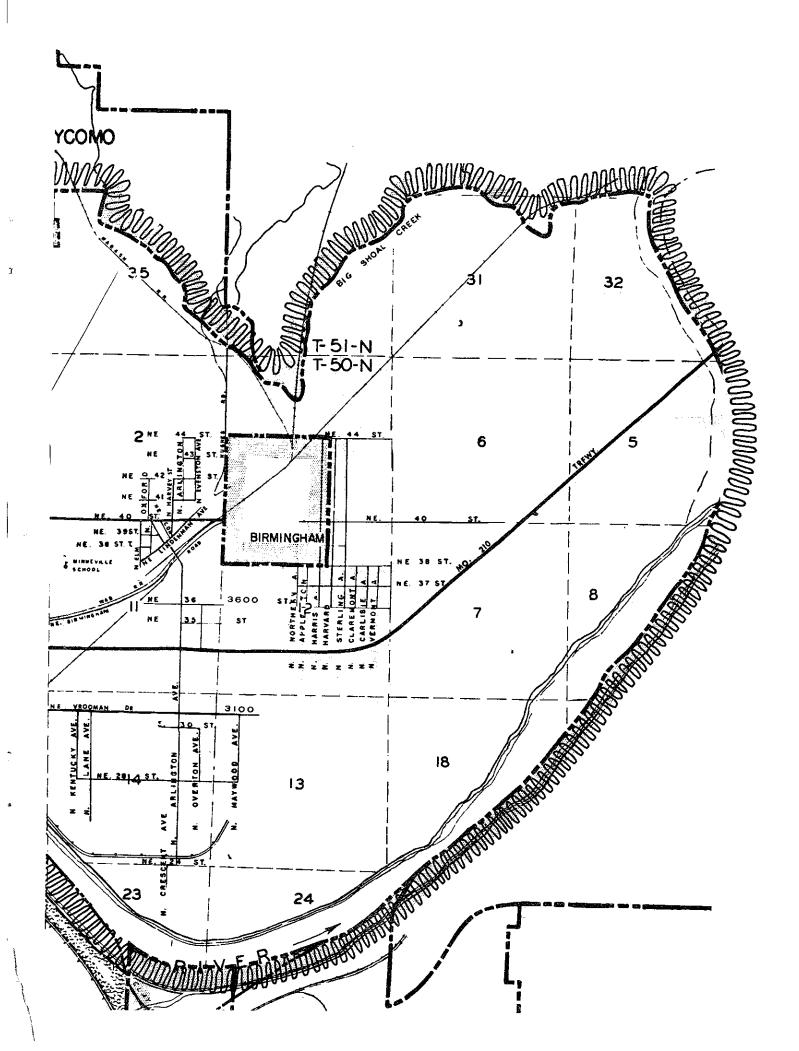
M PLAN AREA

NOTE:

SEE LAND USE PLAN 1980 (FOLLOWING PAGE 12) FOR **RECOMMENDED CHANGES**







TOPOGRAPHY AND FLOOD POTENTIAL

900 - 1000 FEET

800 - 900 FEET

BELOW 800 FEET

PONDING AREAS

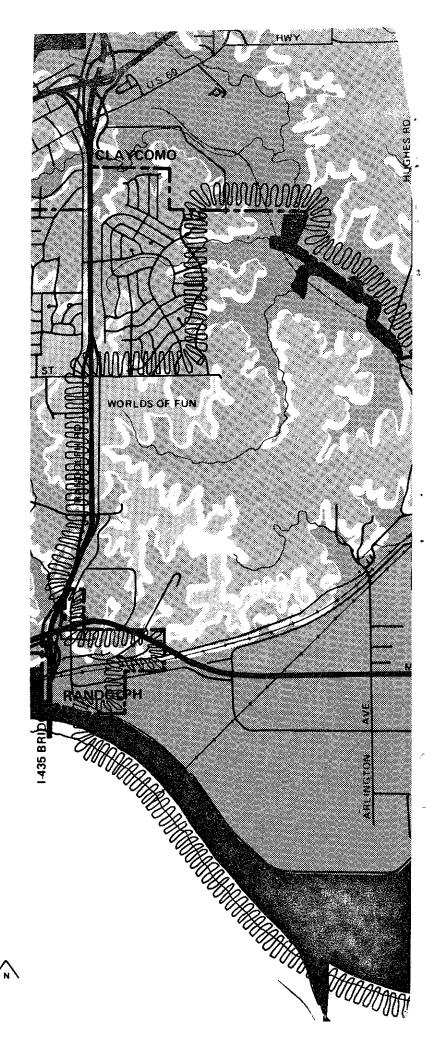
SPECIAL FLOOD AREAS

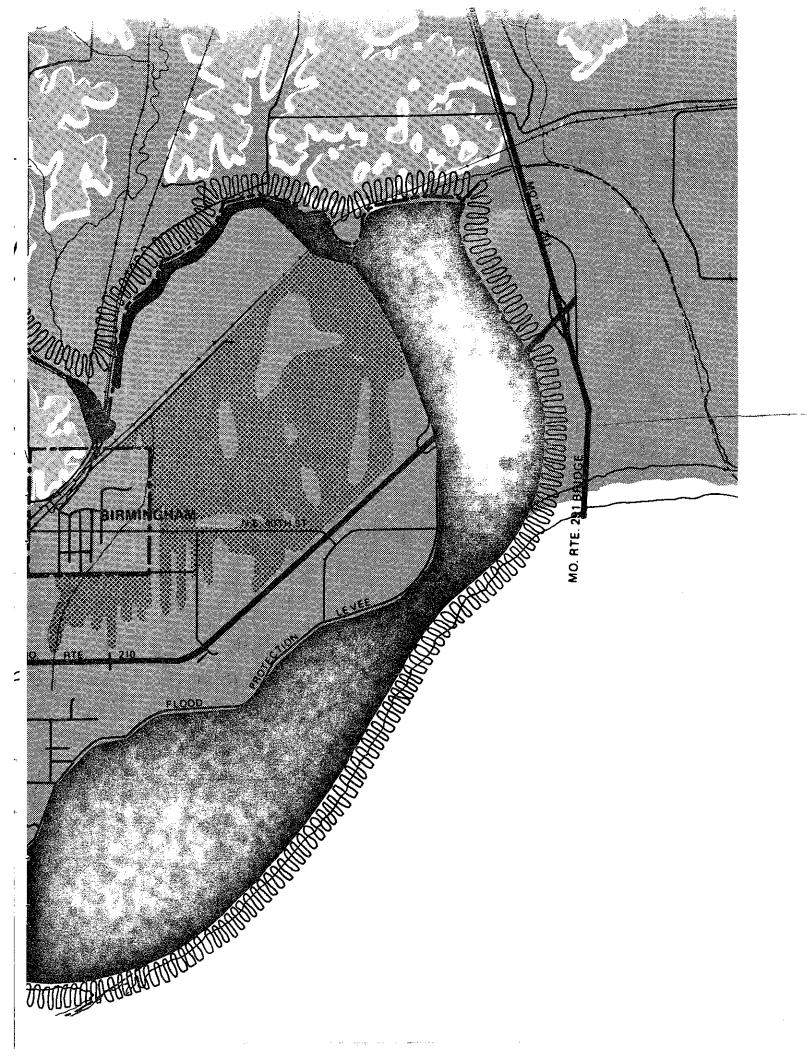
INFORMATION NOT AVAILABLE OUTSIDE KANSAS CITY, MO.

M PLAN AREA

Birmingham Planning Area

SCALE IN MILES





(7) The Rugged Topography Of The Bluffs Offers Opportunities For Water Features And Open Space Elements.

The steep slopes of the bluffs, combined with tree cover, offer distinct advantages for private open space which will greatly enhance quality residential developments. The drainage basins are relatively small and free from flooding problems. However, the short valleys leading to Shoal Creek have the potential for the construction of small private lakes.

- III. GUIDELINES FOR FUTURE DEVELOPMENT SHOULD INSURE THAT NEW RESIDENTIAL AREAS ARE WELL PROTECTED FROM THE INDUSTRIAL DEVELOPMENT NEARBY
- DEVELOP A SERIES OF NEIGHBORHOOD UNITS TO ACCOMODATE RESIDENTIAL GROWTH IN THE EASTERN HALF OF THE BLUFF PORTION OF THE BIRMINGHAM AREA (SEE PROTOTYPE NEIGHBORHOOD PLAN)
 - (1) Discourage Through Traffic In A Series Of Neighborhood Building Blocks Bounded By Arterial Streets.
 - (2) Promote Selection Of Neighborhood Grade School Sites And Facilitate Pedestrian Access To Them.
 - (3) Continue To Integrate The Evolving Park Department Plans To Accomplish The Above Objectives.
 - (4) Encourage The Use Of More Than One Dwelling Unit Type On All Parcels Exceeding Twenty Acres In Size.

Discourage, in particular, apartment projects exceeding 20 acres. Projects with over 200 units of exactly similar

LAND USE PLAN



LOW DENSITY RESIDENTIAL (UP TO 8.7 UNITS PER ACRE)



OFFICE COMMERCIAL



RETAIL COMMERCIAL



INDUSTRIAL

MAJOR ARTERIALS



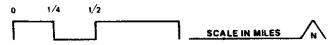
FREEWAYS

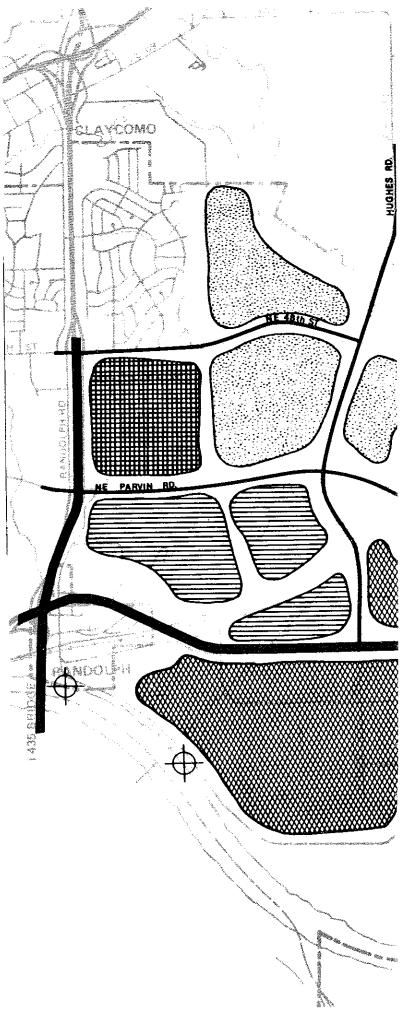


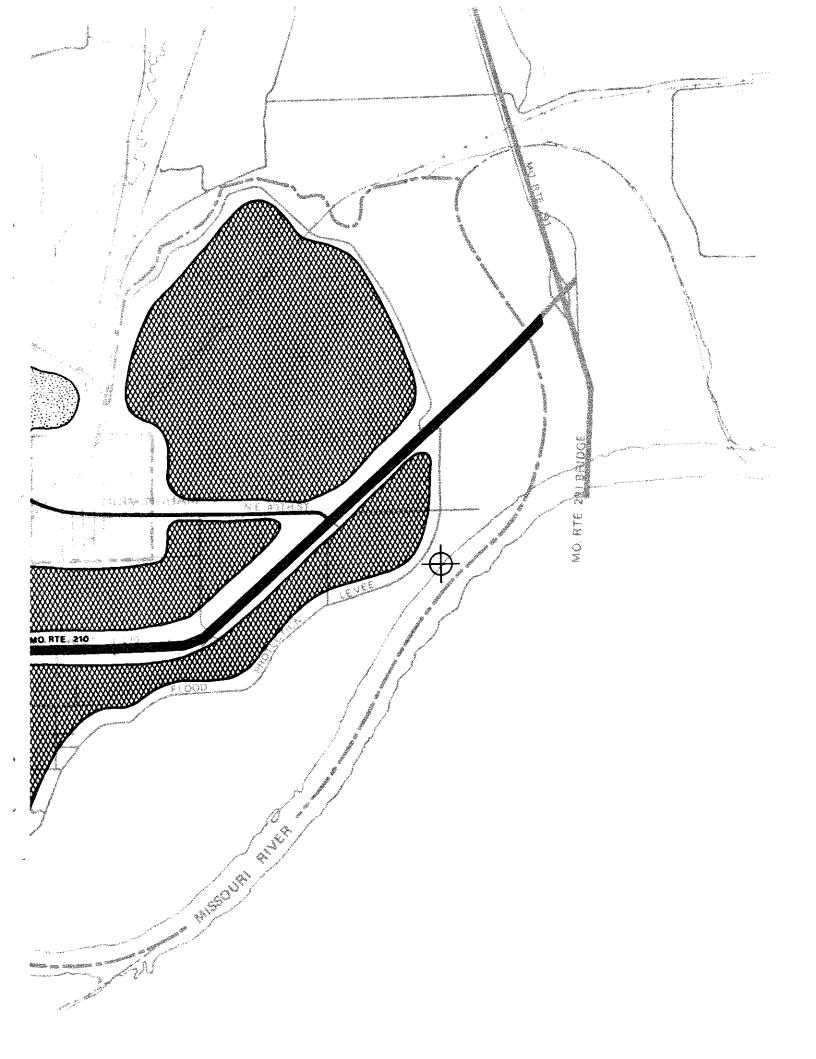
PORT DEVELOPMENT SITES

NOTE:

LAND USE SYMBOLISM INDICATES GENERAL LOCATION RECOMMENDATIONS. INDIVIDUAL PROJECT SITE STUDIES MUST ASCERTAIN TOPOGRAPHIC AND FLOOD HAZARD LIMITATIONS TO BE RECOGNIZED IN DEVELOPMENT SITE PLANS.







architecture, age, and maintenance quality risk a heavy impact on their surroundings as they age.

- 2. ENCOURAGE COMMERCIAL DEVELOPMENT AT THE INTERSECTIONS OF BOTH EXISTING AND PROPOSED ARTERIAL, STREETS
 - (1) Preserve The Ability Of Arterials To Move Traffic To Clusters Of Intense Activities Occurring At Such Intersections.
 - (2) Utilize Breaks In The Topography To Provide Well Defined Boundaries And Buffers Between Commercial And Residential Uses.
- 3. IMPROVE ACCESS FROM THE FREEWAY SYSTEM INTO THE BIRMINGHAM AREA
 - (1) Establish Rights-Of-Way For Future Arterials Linking Freeway Interchanges To The Arterial System.

Particular emphasis should be given to those alignments and improvements which align with potential interchange improvements on the freeway network.

- When Freeway Interchanges Are Completed, They Should Serve As A Foundation Out Of Which The Arterial System Radiates, With Primary Arterials Providing Secondary Connection Between Interchanges While Serving The Local Street Network Along Their Alignments.
- 4. INTEGRATE FLOOD PLAIN MANAGEMENT PROGRAM WITH OPEN SPACE/PARK AND BOULEVARD SYSTEM IN NEW RESIDENTIAL AREAS

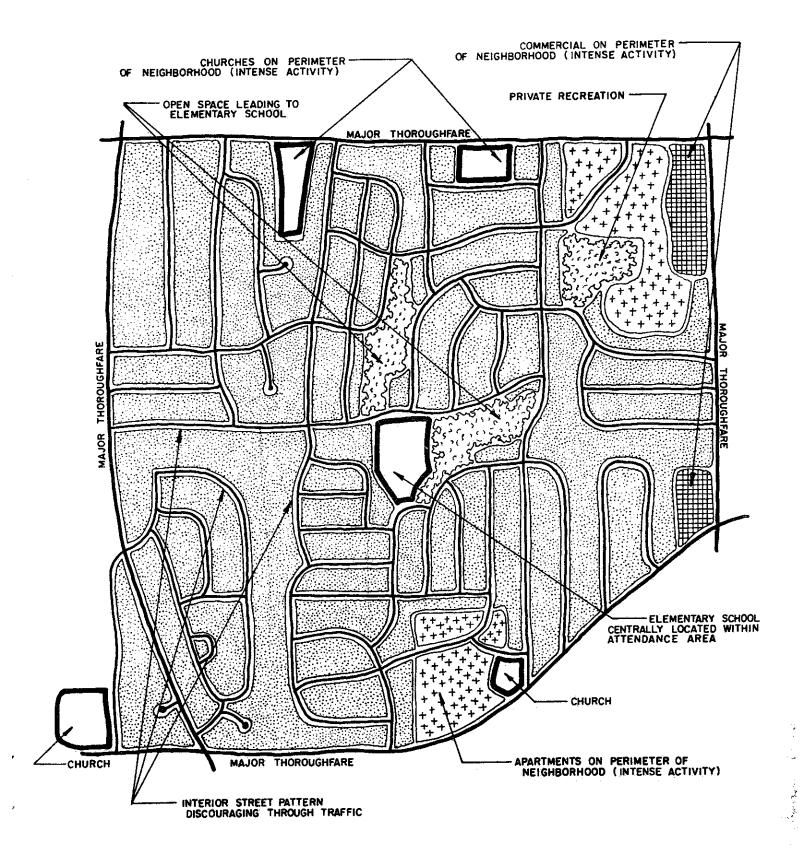
Restrict construction within the 100 year flood plain and correct any flooding problems where insufficient past standards have caused flooding of homes and business establishments.

5. ESTABLISH A STORM WATER DRAINAGE SYSTEM WITHIN BIRMINGHAM BOTTOMS AREA

As much as twenty percent of the nearly level bottom land lies with a special category of flood plains called ponding areas on the topography map. The Corp of Engineer reports refer to these areas as a "shallow depth - unpredictable flow" category of flood plains. These are areas protected by the levee from major floods along the Missouri River, but subject to temporary pooling of storm water which has fallen within the protected levee area itself. Such surface water must be collected into a system of storm drains and pumped over the levee into the river. It is important that as additional zoning and industrial platting proceed in the bottoms, that such a system be engineered and constructed in cooperation with the Public Works Department.

6. DEVELOP PROTOTYPE NEIGHBORHOOD PLANS EMBODYING THE FOLLOWING PRINCIPLES

- (1) Integrate Proposed And Existing Street Patterns
 With Alignments Which Recognize Topographic And
 Ownership Realities.
- (2) Discourage Through Traffic Within Neighborhoods With Collector Street Alignments.
- (3) Coordinate Park Department Dedications So That Small Dedications May Be Grouped Into More Usable Larger Blocks Of Space.
- (4) Provide An Open Space System Capitalizing On The Flood Plain Management Program.
- (5) Locate Intense Activities Such As Commercial Apartments And Churches On The Perimeter Of The Neighborhood.



PROTOTYPE NEIGHBORHOOD

- IV. SHORT-RANGE ACTIONS ENCOURAGING DEVELOPMENT SHOULD CAREFULLY CONSIDER THE PROPOSED ARTERIAL ALIGNMENTS BECAUSE THEY
 WILL SHAPE DEVELOPMENT PATTERNS FAR INTO
 THE FUTURE
- 1. THE FURTHER EXTENSION OF EXISTING CITY PROGRAMS OR THE INITIATION OF MAJOR CAPITAL IMPROVEMENT PROJECTS IS DIFFICULT WITHIN THE PRESENT OPERATING BUDGET

The actions delineated below are goals that the community would like to accomplish. In that the city has only limited funds, it is likely that some of the needs of the community cannot be met in the foreseeable future.

This plan strives to identify significant needs within the planning area. Very often, these needs are not included in current programs of the City Council. The process of adjusting city programs to meet the needs of the community will often take more than one fiscal year.

However, priorities should be established so that available funds can be used to meet the neighborhood's highest priority needs.

2. EXTEND N.E. 48TH STREET EAST THREE QUARTERS OF A MILE FROM I-435

Access to the Gracemor/Randolph Corners subdivisions has been difficult since their inception. The opening of World's of Fun has further congested the area. Relief of congestion as well as

full development of Mid-America Enterprises (owners of World's of Fun) land holdings in the area will require completion of the arterial network in the area. This plan recommends the use of FAU funds (Federal Aid to Urban System) that the public and private sector may jointly arrive at solutions to congestion and access problems in this area.

An \$800,000 allocation of the city's FAU funding would be required

3. EXTEND PARVIN ROAD EAST ONE MILE FROM I-435

Great Midwest Corporation has expressed interest in providing the local cost share for the extension of Parvin Road eastward. The allocation of FAU funding to such projects would be a positive step to encourage Kansas City North residential development. It is important, however, that the selected alignments complement the freeway system and are carefully integrated into the arterial street network. The creation of a boulevard-like access to the residential area is specifically recommended. The encouragement of residential development is held to be sufficient justification of at least a primary arterial street with a landscaped median. This recommendation is made irrespective of any short-range over design which might result in terms of traffic capacity criteria.

A \$700,000 allocation of the city's FAU funding is estimated to be required if the total project were to be funded immediately

4. ESTABLISH ON THE MAJOR STREET PLAN A NORTH-SOUTH ARTERIAL CONNECTING MO. RTE. 210, PARVIN ROAD, AND N.E. 48TH STREET

Major street alignments in the Birmingham area which are selected as a result of this plan adoption should be integrated into the Major Street Plan as preparation for the Federal Aid to Urban requests discussed above.

- 5. PROVIDE PRELIMINARY SITE STUDIES TO DEVELOPERS
 - (1) Develop Sketch Plans For Land Holdings Which Take Into Account The Topographic Assets And Limitations Of Given Sites.
 - (2) Suggest Resolution Of Linkage Of Projects With Adjacent Holdings.
 - (3) Provide For Integration Of Scattered Ownerships
 Into Defined Neighborhoods As Exemplified By
 The Accompanying Prototype Neighborhood
 Schematic.